

## THE PACIFIC RAILROAD.

Report in the House of Representatives from the Committee on Roads and Canals.

The danger of losing this great prize.

You Committee cannot but feel that time and events are rapidly putting in peril this great prize, now within our grasp, and pushing it to the brink of a gulf where it may be lost to us forever, yet, to aggravate our regret, be seized by other hands—The only man who seems capable of executing this plan at design—who conceived it, who has matured all its details, and collected and arranged all necessary information at great expense of time and money—he has been knocking at our door, some several years, for permission to go on. At four sessions of Congress his project has been favorably reported on, and, at the last Congress, by the unanimous voice of Select Committees of both branches, which would doubtless have been passed into a law, but for the hurried pressure at the close of a short session.

In the mean time, the laws necessary to this enterprise are being rapidly taken up, and the chances of being able to carry it on greatly diminished. Mr. Whitney retired from the last Congress disheartened, and has only been persuaded by the urgent solicitations of public meetings in several quarters, and by the promptings of numerous men in every part of the country, to make one more effort here. He is now here, probably, for the last time.

Danger from Great Britain.

But, our Committee have had their eyes on direct to signals, in the distance, of a very significant and instructive character. The projects and movements of Mr. Whitney have been observed in London. The London *Times* has repeatedly discussed the subject, and is still engaged in it. It has pronounced Mr. Whitney's conception the most magnificient scheme of the age, and predicted that, if carried out, it will make America "the age of the world."

In the present state and stage of this business, we undoubtedly have precedence—everything is in our power. But let it be known in London—as must be by the flight of the first steamer, that the great event should occur—that the American Congress has rejected this proposal, and thrown away this splendid prize; and it is to be conceived that, with the characteristic commercial sagacity of the British nation, with their capital, with their enterprises, and with a belt of territory across this continent immediately adjoining ours, and not less favorable than ours for such a work—in some respects more so in it, we see, to be conceived that they would sleep on the receipt of such intelligence, having already appreciated the object with a more lively interest than we ourselves have, and rated it higher? And will they not think of the man whose name is already in their mouths, whose enterprise, whose talents, and whose admirable qualifications for this great work have been so fully and so well displayed, and whose patriotism has been so peculiarly demonstrated by his long and patient efforts to thrust this great benefit on his country but who, after all, is forced to retire from the field disappointed and disheartened? Is it to be conceived that Great Britain, in such circumstances, would not be likely to say, This is the man for us, and the prize is destined to our hands; and that in less than twelve months after we shall have triumphed under our feet, the flag will have been carried across the continent in the hands of British seafarers and British engineers, on British ground?

Your Committee do not know that Mr. Whitney himself has ever dreamed of such result, but all must see that it is the most natural thing in the world, and that it amounts to mortal certainty—Give to Great Britain this chance, and that last anchored Isle, with the island of Vancouver on the Pacific, would command the commerce of the world, and make it tributary to her grandeur, dompling the United States forever to a secondary and subordinate position even on the continent of North America. For the command of commerce commands everything else. Then, never before, would Great Britain hold her North American colonies with a grasp as firm as the bond which chains her domestic empire to the center of the earth. And then, too, should we feel the effects of that treaty of boundaries in the Northwest which has confined us to the 49th degree of North latitude, instead of admitting us to fifty-four, forty.

Your Committee beg leave to refer to the bill herewith inserted, and to the documents of the appendix, also, to Mr. Whitney's pamphlet, entitled "A Project for a Railroad to the Pacific," 1819—for the amount and variety of proofs which, your Committee believe, will establish the position they occupy on this great question, and fully substantiate the views presented in this report. In addition, your Committee fully concur in the views expressed in the able report of Mr. Pollock on the subject, as Chairman of the Special Committee of the House at the 1st session of the 30th Congress, and the report of Senator Breese on the same subject, as Chairman of the Board on Public Lands, 1st session of the 29th Congress.

From El Paso.

A gentleman well known in this city writes from El Paso, under date of April 4, as follows:—The papers we get by this mail are to be found in New Orleans, and truly they bring us sad news. The prospects of union and harmony in the national council are gloomy indeed. The madness and fanaticism of the Free Soil abolition members of Congress, I fear, will produce the greatest of all possible evils which can beset us as a nation—the dissolution of the Union. Truly this is to be deplored.

Strive against and avert it, if possible—but should the crisis come—should the *far* be pronounced, I am with you and the rest of my State of adoption. I go for the South and her rights, and with these feelings I have allowed myself to be elected Chief Justice of the County of El Paso, recently, over Texas in the disputed territory. I go down to Franklin, the Post Office of El Paso, next week to open my first Court. Major Neighbors has gone above, to organize, if possible, the County of Santa Fe; and despite the efforts of Free Soil demagogues, the question of boundary will be decided. We learn that much excitement prevails at Santa Fe against her and his claims, but Gov. Bell, whom I personally know, is a man of great firmness, and was elected upon pledges to carry through the wishes of the people of his State. He will, forthwith, if there is opposition, send a regiment into this region, and force upon the people the blessings of good Government, if they will not take them in the natural way.

(Mobile Register 16th.)

THE CONNECTICUT LEGISLATURE.—Senate.—On Thursday afternoon, the Majority Report on Federal Railroads having been rejected in the morning, the report of the Minority Committee was taken up. The question being on the amendment of Mr. Caton, deeming that Congress should abolish Slavery in the District, and that Connecticut is unalterably opposed to compromising the question of Slavery in my territory now or hereafter belonging to the United States, Messrs. Tousey, Eaton, Marks, Harriet, Harral and Stearns declined to vote because the wording of the resolution placed them in the equivocal position of either seeming to support Slavery or the Wilmot Proviso. The question was taken on the resolution as amended, one at a time. On the 1st resolution all the Senators voted no, except Messrs. Tousey, Eaton, Marks, Harriet, Harral and Stearns. On the second the vote was the same, with the exception of Mr. Bulwer, who voted in the negative. On the third, only Mr. Bulwer voted in the negative; six Senators, Tousey, Eaton, Marks, Harral, Stearns and Mason voted no. On the sixth resolution the vote stood the same. Mr. Marks changed his vote on the first resolution to yes.

The bill for the abolition of Capital punishment was lost in the Senate, on Friday, by one majority. Aye, 16; Nays, 11.

In the House on Friday, the Report of Committee on Railroads, on petition of J. Nicholson et al., returned from New Haven to Waterbury, was continued to next session.

An Act incorporating the Stamford and Danbury Railroad was passed.

The House on Friday passed an act providing for a tax to be levied upon all the Railroad Companies in the State of one-half of one per cent. on the market value of their stock.

The execution of Fecte, the murderer at New Haven, has been postponed till Oct. 2d.

The following persons have been appointed by the Masters for Suffolk County: Alanson Poggo, Esq.; Samuel Cavanagh, Brookhaven; D. T. Dodge, Esq.; Charles Woodhall, Esq.; W. W. Robbins, Huntington; Seth Strong,

MICHAEL ADMINISTRATOR'S OFFICE, No. 7 Nassau-street, New York, to the relation of Mr. D. S. Edwards, of the City of New York, lawyer, deceased, and who died in the year 1812, and who, in his will, left his estate, the sum of \$10,000, to be administered upon the same, for the use of the poor, to be distributed in New York, May 11, 1812.

JAMES S. THAYER, Public Administrator.

## LEGAL NOTICES.

OHIO STATE LOAN.—With reference to the Ohio State Loan already advertised, and for which proposals will be opened on the 1st inst., on the 1st day of June, 1819, at 12 o'clock, at the office of the State Auditor, in the city of Columbus, for the sum proposed, to the extent of one-half the amount, for a five per cent stock, redeemable at the time, the Commissioners are to receive the names of those determining whether the loan will be made to the State to accept the offers made for the use of the other of the stocks named.

E. N. SILL, Acting Canal Fund Commissioner, jail bell, 15 Wall-st., Treasurer.

PUBLIC NOTICE.—SUPERIOR COURT.—In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New York, to the custody of the Eleventh Avenue from Forty-eighth street to the post-walks and gardens owned by the City of New York, and the same being held by the Mayor, Aldermen and Commonalty, and sixth street, in the Twelfth and Nineteenth Ward, and City Hall, Public Square is hereby given by the Mayor, Aldermen and Commonalty, and presented, that the said Mayor, Aldermen and Commonalty, and Commonalty of the City of New York, intent to make an application to the Supreme Court of the State of New York, on Saturday, the 6th day of July, 1819, at the beginning of the Court-house, to the extent of one-half the amount, for a five per cent stock, redeemable at the time, the Commissioners are to receive the names of those determining whether the loan will be made to the State to accept the offers made for the use of the other of the stocks named.

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